

The Hong Kong Telegraph

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歲八十一年三月八日

TUESDAY, MAY 16 1911.

二月六日

歲六十一年五月六日

\$86 PER ANNUM
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

KAISER VISITS ENGLAND.

A NOVEL GREETING.

(THE "TELEGRAPH" CORRESPONDENT.)

London, May 15th, 8.25 p.m.
To-day the Kaiser, who is visiting England, was welcomed at Sheerness, by an aeroplane carrying naval officers.

The Kaiser was not met on landing by the Royal family, but the King, Queen and the Prince of Wales assembled at Victoria and greeted him there amid a large crowd.

ENTHUSIASTIC WELCOME IN LONDON.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 15.

Their Imperial Majesties drove direct to Buckingham Palace on their arrival in London. They were enthusiastically welcomed, large crowds cheering them all along the route from the stations to the Palace.

INTERESTING SCHEME DROPPED.

PROMOTERS' HEAVY FORFEIT.

(THE "TELEGRAPH" CORRESPONDENT.)

London, May 15, 8.25 p.m.

The scheme which was put on foot some time ago to erect a huge building in the Strand, London, where all the features of Parisian life would be introduced, including a cafe, has been dropped and the promoters are said to have lost the large sum of £10,000.

THE GYMKHANA.

SHANGHAI PONIES FOR SATURDAY'S MEETING.

Additional interest is being lent to Saturday's gymkhana by the presence of three well-known Shanghai ponies.

Savinius has quite a good record and some of the "local" "gees" will find him a hot competitor.

A good meeting is assured if only the weather clears. A dry Friday and Saturday morning would put the track fairly right, but it will nevertheless be heavy going.

There seems, unfortunately, little likelihood of the rain stopping, but we hope for the best.

The entries are large and an excellent day's sport should be provided.

SPECIAL TELEGRAMS.

JAPAN'S RECEPTION OF AMERICAN FLEET.

("INDEPENDENT NEWS" AGENCY.)

Shanghai May 16th.

A reception was held by the leading Japanese officials and merchants yesterday in honour of the American Fleet which is staying in Japanese waters. Another reception will be given to the Fleet by the Naval authorities and the residents in Tokyo.

THE FOLLIES.

The Follies have arrived at Hongkong after a very successful tour in the North. The troupe will play here on Wednesday, Thursday, Friday and Saturday, and their usual charming and clever performance will, we are sure, be as much appreciated as during their first visit.

The Follies had a serious time when leaving Tientsin, at least their crossing of Taku Bar was not as humorous as they could have wished. The ship was held up in rough weather for a day, and anyone who knows Taku Bar will know what that means. However, they have arrived safely and will re-produce their famous bow to a Hongkong audience to-morrow evening at the City Hall.

POLICE COURT.

A Chinaman was charged this morning before Mr. F. A. Hazlewood with selling opium. After hearing the evidence his Worship imposed a fine of \$250.

A Chinese was given six months' hard labour and six hours' stocks for returning from banishment.

For the larceny of an umbrella from the Tai Ping Theatre, a Chinaman got six weeks' imprisonment and four hours' stocks.

RUBBER.

The annual report of the Kiang Liang Rubber Estates states that the total area held is now 2,202 acres, of which 902 1/4 acres have been planted or cleared. It is proposed to increase the cultivated area to 1,300 acres, and the remaining 26,000 acres are being issued, making the subscribed capital £75,000. The estimated crop for the current year is 11,400 lb., gradually rising to 28,435 lb. in 1915.

NEWS FROM THE NORTH.

HUNGHUTZE OUTRAGES.

Peking, May 10.—The Hunghutze in Northern Manchuria, who have not yet been suppressed, have handed over to the Russians three European captives said to be Greek traders. The Russians when plague is prevailing at their various stations, watch all outgoing passengers so closely that if one even has a slight fever, his case is investigated.—"Cable-news American."

Mr. J. G. Smith, who has returned from leave, has been appointed chief officer of the Shaoxing, which rendered valuable assistance to the Asia when on Finger Rock.

REUTER'S TELEGRAMS.

THE BUDGET.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 10, 7.10 a.m.

Seldom has the City of London shown such indifference to the Budget on the eve of its introduction. It is confidently expected that there will be few changes, though the removal of the protective duty on cocoas is considered certain.

MOROCCO.

DISQUIETING REPORTS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 15, 2.20 p.m.

The official view in Paris is disquieting owing to the nature of the latest reports from Fez.

The Government has instructed General Moinier to hasten the advance of the relief column to Fez, which, however, is to occupy the city only as long as it is deemed necessary.

It is expected that the troops will reach Fez on Wednesday or Thursday.

PLAQUE IN HONGKONG.

PRECAUTION IN THE PHILIPPINES.

The bill of health of the steamer Kaifeng, which arrived at Manila from Hongkong on May 12th, reports as to plague in the British possession. The plague, however, is all among the Chinese and at the present time under control and not spreading.

That the Philippine Islands has a very efficient quarantine service is shown by the fact that, although the islands are literally surrounded with plague infested ports, the health officers have succeeded in keeping the scourge out. Each year, plague rages to a more or less extent in Amoy, Hongkong, Pnom Penh, Saigon, Singapore and Batavia, a line almost encircling the islands. Vessels arrive from these ports every few days, yet for the last five years, there has not been a case of plague here.

The quarantine officers here are aided in their work very materially by the public health and marine hospital service of the United States, which has been stationed in Hongkong, Amoy, Pnom Penh and Singapore, who, when plague is prevailing at their various stations, watch all outgoing passengers so closely that if one even has a slight fever, his case is investigated.—"Cable-news American."

News has been received at Manila that a Hongkong cricket team will arrive about the 30th inst., so that the Inter-port match will probably be played on the 31st inst. or 1st prox.

CHINESE TELEGRAMS.

THE RISING.

SEVERAL THOUSAND REBELS AWAIT THEIR LEADER.

("SHUNG PO" SERVICE.)

Canton, May 15.

Renewed activity is being shown in the rebel ranks.

A big force, well armed and numbering several thousands from Weichow, are now at Tsang Shing awaiting the arrival of their leader, Chang, to rise in concert with rebels in the adjoining provinces.

They are being closely watched by a company of scouts sent from Canton by General Chung.

The officer in charge has reported to the General that the force will become dangerous immediately upon the arrival of Chang.

SAVING THE COUNTRY FROM RUIN.

MEETINGS PROHIBITED.

("SHUNG PO" SERVICE.)

Peking, May 15.

The Peking Government has instructed the Viceroy and Governors of the various provinces to prohibit "Saving the Country from Ruin Society" meetings and also other society meetings with similar objects.

A WISE THREAT.

("SHAT PO" SERVICE.)

Peking, May 15.

The Peking Government has instructed the authorities of the various provinces to the effect that persons holding public meetings against the action of the government in taking over the control of the railways will be severely punished.

CONDITIONAL PREFERENCE.

("SHUNG PO" SERVICE.)

Peking, May 15.

The Prince Regent intends to appoint the President of the Board of Finance as President of the new Cabinet. If Prince Ching should resign,

CHINESE TELEGRAMS.

BOARD OF COMMUNICATIONS.

PROPOSALS OPPOSED.

("SHUNG PO" SERVICE.)

Peking, May 15.

The people of the various provinces have telegraphed to Peking opposing the action of the Board of Communications in taking over the control of all the railways in China from the public.

The telegrams from the provinces of Kwangtung, Sze-chuan, Hunan and Hupeh were in strong terms.

ISSUE OF FOREIGN LOANS.

("SHAT PO" SERVICE.)

Peking, May 15.

The Board of Communications and the Board of Finance are trying to influence a certain prince to memorialize the Throne to prohibit the people from opposing the action of the government in issuing foreign loans and in taking over the control of the railways.

CHINESE RAILWAY AFFAIRS.

("SHUNG PO" SERVICE.)

Peking, May 15.

The Board of Communications intends to dispatch ten deputies to investigate the affairs of the railways preparatory to taking over complete control.

CHINESE MINISTER'S WARNING.

JAPAN AND RUSSIA TO TAKE MANCHURIA AND MONGOLIA.

("SHUNG PO" SERVICE.)

Peking, May 15.

A Chinese Minister abroad has sent a telegram to the Peking Government to the effect that Japan and Russia are planning to take possession of Manchuria and Mongolia and it is quite time for China to take immediate action.

CHINESE TELEGRAMS.

MEMORIALS TO THRONE CURTAILED.

("SHUNG PO" SERVICE.)

Peking, May 15.

Henceforth, the governors of Kulun and Heilungkiang will not be allowed to memorialize the Throne without joining with the Viceroy of the Three Eastern Provinces.

CHINA'S NEW CABINET.

("SHUNG PO" SERVICE.)

Peking, May 15.

The formation of the new Cabinet has been completed. A meeting takes place every Tuesday.

[On Saturday last we printed a list of the names of the members of the new Cabinet.]

THE PERSONNEL OF CHINA'S NEW CABINET.

It will be remembered that the present constitution of China is modelled upon that of Japan. So are the main points in the formation of her New Cabinet and Privy Council.

With reference to the Cabinet, three great principles are kept always in view, namely, (1) that the personnel of the Cabinet constitutes the Ministers of State. (2) the Ministers of State are to assist the Emperor in the Government, and bear the responsibilities for His Majesty towards the Parliament, and (3) the President and Vice-Presidents of the Cabinet shall be the Premiers of the Ministers of State.

As to the establishment of an Advisory Board, or the Privy Council, it is for the special convenience of the Emperor, who, alone and in person, may ask its advice on important and weighty matters. Its formation is accomplished with a President, a Vice-President, all the Grand Secretaries and other officials not connected with administrative affairs to the total number of twenty-one, a Secretary-in-Chief and three secretaries.

There has been a report that the President of the Privy Council would be also the Imperial Tutor, consequently, H.E. Lu Jen-hsiang was appointed the incumbent.

CHINESE IN HOLLAND.

The Chinese who are residing in Holland have incorporated a society. The principal purpose of the club will be to promote the desire of their countrymen in Netherlands India to study at a university here or at the commercial schools. Further, to assist in every way Chinese parents who decide to send their children to Holland in order to be educated in the Dutch way. Mr. Tjoen Kwai Tan was called to the chair, and Messrs. Ch. Sim Zecha and Kong Tan Tan were appointed first secretary and treasurer respectively.

NEW GOLF COURSE FOR HONGKONG.

At a special meeting of the Hongkong Golf Club yesterday it was decided to spend 40,000 dollars on a new golf course in the Shatin Valley. It will be about 6,000 yards long, will contain 18 holes and have 18 holes.

AMERICAN NEWS.

(Via MANILA.)

Washington, May 10.—Thomas P. Gore, the blind Senator from Oklahoma, has joined with those Democrats who are trying to commit their party to early withdrawal from the Philippines, and to-day presented to the Senate a resolution on the subject. The resolution declares that it is the purpose of the United States to surrender sovereignty in the Philippines at the earliest practicable date. The resolution itself does not fix or indicate the date. Following the usual procedure the resolution was referred to committee.

MARINE COURT.

Before Commander C. W. Beckwith, R.N., this morning at the Marine Court, Kwok Kan, master of the steam launch Kam On, was charged with refusing to have to be on being ordered to do so by Police Launch No. 7. The man pleaded not guilty.

The police evidence was to the effect that they had a suspicion that Kam On was carrying more passengers than was legal, and that the suspicion was strengthened by the master's refusal to leave to.

Kwok Kan was convicted, the magistrate imposing a fine of thirty dollars with the option of two months' hard labour. The fine was paid. The master of the launch Hoi Lung was fined twenty-five dollars for making fast to the a.s.s. Beauty while under way in the harbour. The defendant pleaded not guilty.

CANTON RAILWAY.

Peking, May 9.

An Imperial Edict issued to-day decides that all railways in China, the construction of which was begun within the last three years, but had not yet been finished, as well as all trunk railways to be built in China in future, must be State railways.

A further Edict insists on the acceleration of a conclusion of the international loan to be given for the construction of the Railway Lines from Canton to Hankow and from Hankow to Chengtu, the capital of the Province of Szechuan.

The Weather Forecast.

On the 10th at 11.55a.—The barometer has risen considerably over Japan and the Loo

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000.
RESERVE FUND \$15,000,000.
Silver \$15,000,000.
RESERVE LIABILITY OF PH. \$15,000,000.
THIRTEEN.

COUNT OF DIRECTORS:
Hon. Mr. Henry Stabb, Esq. — Chairman
G. H. Medhurst, Esq. — Deputy Chairman
F. L. Armstrong, Esq.
G. Balloo, Esq.
A. Forbes, Esq.
G. Friedland, Esq.
G. S. Gullhey, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED, ON Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1869.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,025,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3½ per cent.

On Fixed Deposits for 3 months, 2½ per cent.

W. B. DICKSON,
Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUND... 10,850,000

Head Office—YOKOHAMA.

Branches and Agencies
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DAINY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

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For 12 months 1 per cent. p.a.

" 6 " 3½ "

" 1 " 2½ "

TAKEO TAKAMICHI,
Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP... Gold \$8,250,000

RESERVE FUND... Gold \$8,250,000

Gold \$8,250,000

HEAD OFFICE:—60 Wall Street, New York.

LONDON OFFICE:—36, Bishopsgate.

LONDON BANKERS:—BANK OF ENGLAND.
NATIONAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.

For 6 " 3½ "

For 3 " 3 "

GEO. HOGG,
Manager.No. 9, Queen's Road Central,
Hongkong, 20th Feb. 1911. [19]

Banks

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CAPITAL FULLY PAID-UP.... Sh. Total 7,500,000

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R. TIMMERSCHEIDT,
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Hongkong, 16th Mar. 1911. [2]

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HONGKONG S

A TALK ON CHINESE SERVANTS.

At a small dinner given recently in Washington by a Western Senator and his wife, the conversation, toward dessert, turned on the servant problem, and one of the guests announced she had determined to employ Chinese servants.

"My dear Madam," said her host, "you will be jumping from the frying pan into the fire. Two nights ago I dined with Rear Admiral Blank. He has a Chinese cook, whom they brought with them from California. Well, the dinner was given to celebrate the Admiral's seventy-second birthday. The Chinese cook had shown the greatest interest about preparing the good things to eat; my hostess told me, and had particularly requested that he be allowed to make the cake, instead of getting it from Rauscher's."

"The dessert arrived and after the ices were passed the butler came in carrying an enormous white frosted cake. It was simply delicious, as well as ornamental. Before it was cut, we all examined the decorations. In the centre, done in chocolate, was the date of the Admiral's birthday; under it the date of the day of the dinner; and right around the cake he had put large lettering.

"Prepare to meet thy God!"

"Well, that reminds me of a somewhat similar story," said another guest, when the laughter had subsided. "A friend of mine employed a Chinaman who had not been in this country very long. He was a devout Sunday school scholar. It was his one dissipation. In fact, he dragged his religion (or what he professed to be his religion) into everything he did. He had a most disconcerting habit of putting texts on iced cakes, and on anything else that came handy. For instance, he was particularly fond of laying chops on a dish in the shape of a cross."

"The family did everything they could to stop him, as these constant reminders of immortality were getting on their nerves. One night, he brought in a large cake covered with pink and white icing. Right in the centre, in pink, were the two initials J. G.

"The limit had been reached, and John was sent for immediately."

"John, this has got to stop. You perhaps don't mean it, but this is sacrilegious. It must never occur again."

"John's face never changed. 'No negations. No mean Jesus Christ—letters stand for 'Jelly Cluck'."

"You may laugh at the 'heathen Chinese,'" said the Senator's brother, "But he has his good points. Chinese cooks have one peculiarity: they never forget a recipe; once show them a thing and they will remember it for all time."

"In Vancouver, where I have lived for the last ten years, there are nothing but Chinese servants to be had for love or money. They tell this story out there to illustrate that a Chinaman proves himself an apt pupil."

"One of the Consuls there and his wife had a very fine Irish cook, Bridget, whom they trusted implicitly. She went with them to Vancouver. Well, two years later, Bridget told them she was going to get married, and they must find another cook. It was easier said than done. Finally, they came to the inevitable—a Chinaman. On his arrival the Consul took him into the kitchen and introduced him to Bridget, saying:

"Bridget will remain here a week to teach you. So do exactly as Bridget does."

"The Chinaman turned out to be a good cook, and the Consul and his wife congratulated themselves on their 'find.' Three weeks after Bridget's departure, the Consul went into the kitchen to look for Bridget, which could not be found. When he looked in the larder he was surprised to see a great paper package on the shelf.

"Hero, Ling Sing, what a larder!"

"Six pounds of Bridget did, three pounds of me, take six

"closet. Ten flour out in closet, four pounds, tie in bag, take closet. Saturday night, little girl come, me open closet, take

all little plackings, put in little girl's basket, shut door, go home."

"The Chinamen are like the nursery rhyme, 'when they're good they're very, very good; and when they're bad they're devils.' When you give an order to a Chinaman it is extremely difficult to find out if you have made an impression, or to discover in what spirit your words are taken. Their yellow, parchment-like faces are usually immobile, expressionless masks that betray nothing."

"I had a Chinaman once who nearly drove me to madness. I told him to be in at a certain hour and he invariably answered:

"'No sabo. Mo clon back bi mehbi seven, mehbi tleve o'clock-to-morrow.'

"When I had friends to dinner,

Chow was just as apt to begin in the middle and end with the soup.

Again, with notice before-

thought, he would put the roasts

in front of my wife and the sweets

before me. He knew better,

and we knew he knew better.

If you remonstrate with him he would simply say: 'No sabo.'

He would get perfectly

furious if we were late for meals,

and if our guests asked for a

second helping of cake, (which,

like most Chinks, he made

deliciously) he would mutter:

"'Mo mukce cake too cheapo,

me want more mone.'

"I remember that on one Christmas Day Chow poured the pudding sauce over the boiled salmon, and had raisins scattered through the potatoes. Still, we

could not make up our minds to discharge him. There are

few honest Chinks in the servant

world, and he was one of them. But shortly afterwards he reached

the climax by providing us with

matton chops nosling in pur-

tabasco sauce!"

"When I had recovered from the large piece which I had un-

happily swallowed, (it burned like

a red-hot coal all the way down,

and was frightfully nauseating,) I

went quietly into my room and

from there into the kitchen. I

had a hatchet in one hand and my

revolver in the other. I didn't

waste words.

"'Git,' I said, raising the bat-

chet, and pointing the revolver

and he got!"

UNITY OF PURPOSE IN AGGRESSION.

There can be no yellow peril through the strength of the yellow race unless that strength is guided by a unity of purpose in aggression. The Japanese are in an earlier stage of development. In

the strength of national awakening they eagerly attacked the strongest nation of continental Europe. The pride of national strength and the enthusiasm of national aggression are feelings with which western nations fully sympathize. But it is safe to conclude that China's influence on the world will not be through a second birth of tribal aggression.

She will help other races toward a fuller understanding of the truth that the nation lives in the cottage, not in the governmental organization. She may help to prevent forgetfulness of personal and family ideals in devotion to national achievements.

CURE OF SOCIAL MISERY.

The Rev. R. J. Campbell, in his sermon at the City Temple last month, said there was some-

thing more desirable at the pre-

sent day than the mere giving of

relief to the sufferers of the world.

It was to awaken in everyone the

consciousness of his spiritual

solidarity. There would be no

starving children in England by

to-morrow if the public had only

imagination enough to realize

that hunger meant to the children.

There would be no sweating if

those who bought cheap goods

realised the cost at which they

were made by the dull-brained

slaves who did drudgery. There

would be no workless men at

either end of the social scale if

those who had the means and

power to alter the conditions could

change places in imagination with

the victims of our social chaos.

Money and securities to the

value of over £100,000, it was reported

at the Board of Guardians,

that the Hongkong Colonial

Secretary's Office "for our in-

formation."

"When the Governor of Hong-

kong (Sir Frederick Lugard) paid

his official visit to the Viceroy of

Canton on March 24th last he

suggested to His Excellency that

co-operation and mutual assist-

ance would be advantageous to

both Governments in many mat-

ters, and especially in checking

crime. The Viceroy cordially

agreed and later sent Mr. Wei

Han to discuss in detail the vari-

CANTON NEWS.

HUNTING THE INSURRECTIONIST.

It is reported that His Excellency the Viceroy has heard that many revolutionaries are taking refuge in Hongkong, and that, owing to the short distance between Canton and here he is afraid that the miscreants may easily repeat their mischief in the near future. His Excellency has accordingly dispatched Court Councillor Ngai Hui, former director of the Canton-Kowloon Railway (Chinese Section), and Commander Wu Keng King, to Hongkong, with the object of conferring with the Governor of Hongkong, as to the best measures to be taken in assisting the Canton authorities in the apprehension of such anarchists as may be hiding themselves in Hongkong.

ous suggestions made by the Governor. On his return to Canton he laid these suggestions before the Viceroy, and he yesterday again visited the Colony and called on the Governor to convey to him the Viceroy's entire confidence in them. It is hoped that this new departure may result in facilitating the suppression of armed robbery, kidnapping, and lesser forms of crime, and may also promote the interests of both Governments in other directions."

BUDDHISM SPREADING IN EUROPE.

Buddhism made great strides in Europe last year. The membership of the Buddhist Society of Great Britain and Ireland is now counted by hundreds and branches have been established in Liverpool and Edinburgh. Prof. D. H. David, the writer on Pali and Buddhist literature, is its president and among the vice-presidents is the Earl of Moxborough. A Scottish convert to Buddhism who is now a monk in Burma is shortly coming to England as first resident missionary. Great progress has also been made by the German Buddhist Society, which has two important press organs, in Leipzig and Breslau. Buddhist propagandists have been especially active in Hungary, where five editions of Subhadra Bhikkhu's Buddhist Catechism have been published. The oil retains all its wonderful curative properties, with a balmy smell and taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the disease most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Diseases, Scrofula, Affections, Thinnness and Slow Development in the young, it gives quick and certain relief and cures. Dr. G. C. Salmon, of Canada, says: "I still continue its use with, I am sure, great advantage to my patient and satisfaction to myself," as also the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

MINISTRY AND THE NATIVE PRESS.

The Ministry of Foreign Affairs has telegraphed to the Canton Viceroy, regarding the rumour of the partition of China by foreign countries, as has appeared in the native press. The Ministry expressed surprise that the Chinese newspapers should have published the unfounded report that the Chinese Ministers at the Court of St. James and Paris had telegraphed to the Throne that foreign nations had convened a meeting in Paris, to consult as to the best way of dividing up China. That the newspapers should, in addition, have distributed hand-bills containing the unreliable report, and furthermore, that the Chinese should have held public meetings in this connection also called forth the Ministers' surprise and regret. The Ministry denies having received such report from the foreign nations. The Ministry concludes by saying that the unfounded report must have originated in the mischievous action of the insurrectionists who intended to mislead the people, and disturb the public peace. The Ministry asked the Viceroy to order all the newspapers in Kwangtung to insert corrections in their respective issues, in large characters. On receipt of the telegram, the Canton Viceroy instructed the Tao-tai of Constabulary, who in turn has notified the Press Society in Canton of same.

THE PASSPORT QUESTION.

A Chinese merchant, who intended to visit America, applied to the customs for a passport from the American Consul. The Consul wrote a reply to the authorities of the Customs, saying that the issue of passports to Chinese merchants intending to go to America, will be suspended, pending the arrival of the commission despatched by the U.S. government to Canton, who will supervise the work of granting passports to such Chinese as come within the meaning of the "Exclusion Act." This will facilitate easy landing in America. The customs have notified the applicant and asked him to defer making his application until after the arrival of the American commission in Canton.

HEAVY RAINS.

At 6 p.m. yesterday, a severe squall attended with heavy rain, swept Canton, and inflicted some damage on buildings. A house in Kwong Ngar Lane, Sai Kwon, collapsed, and a neighbouring one followed almost immediately. It is not known at present whether there were any fatalities.

TO CHECK CRIME.

GOVERNOR OF HONGKONG AND CANTON VICEROY.

We have received the following letter from the Hongkong Colonial Secretary's Office "for our information":

"When the Governor of Hong-

kong (Sir Frederick Lugard) paid

his official visit to the Viceroy of

Canton on March 24th last he

suggested to His Excellency that

co-operation and mutual assist-

ance would be advantageous to

both Governments in many mat-

ters, and especially in checking

crime. The Viceroy cordially

agreed and later sent Mr. Wei

Han to discuss in detail the vari-

Instructions.

A Silly Saying.

"It is a common—but silly opinion prevailing among a certain class of people that the worse a man's taste, annulls or hurts, the more valuable it is." So says a well-known English physician. He further adds: "For example, let us consider oil liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot eat it at all, no matter how badly they eat it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness."

This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and is a leading ingredient in the remedy called

Wampole's Preparation.

the oil retains all its wonderful curative properties, with a balmy smell and taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry

Intimation.

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ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1911. [28]

*The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.*Cable Address: Telegraph
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Telephone: No. 1.

A. B. C., 5th edition

Western Union.

THE
Hongkong Telegraph

Hongkong, TUESDAY, MAY 16, 1911.

THE NOTORIOUS
EUNUCHS.

The death has occurred at Peking in his sixty-ninth year of the notorious Li Lien-ying, the Chief Eunuch of the late Empress Dowager Tzu Hsi, and with his passing there is removed from the stage of Chinese politics a character that had nothing to redeem it save his love for his Imperial mistress. The power wielded by Li Lien-ying was colossal, second only to that of the Empress Dowager herself. For forty years his name was one to conjure with in official circles. He made and marred vicars, governors, and petty officials, and the metropolitan mandarinate trembled before him. The subterranean channels of his pornographic influence reached out to every yamen in the Empire, carrying to all parts of China the germs of political corruption and intrigue. Time and again he was denounced by indignant censors, but since the day he first attracted the attention of Tzu Hsi by his address, good manners and

remarkable physical beauty, he held firmly in her favour. He above all others was instrumental in inducing the Empress Dowager to take the stand she did during the Boxer outbreak. He prevailed upon her that the Boxers really were immune from the weapons of the foreigners, whom they "would drive into the sea," and even when Peking was in the hands of the allies he still prevailed upon his mistress not to give in. During the flight to Tientsin he went in fear and trembling for his life, but except that his great hoard of treasure in the Palace was betrayed to the French soldiers and by them joyously looted he escaped scot-free. On his return to power, with a fortune of two and a half millions "squeezed" from the wretched peasantry of the interior, he took up the old role and, with others, sought by every means in his power to drive out and annoy the foreigner.

Such men contribute more than anything else to the demoralisation of the Peking Government, and when Li fell from power in 1908 it was thought that a new regime would be inaugurated. This, alas, is not the case, for his successor, Chang Yuen-fu, is already a bye-word in the Capital. Chinese patriots and reformers expressed the pious aspiration that the days of such parasites as Li were over, and that his downfall would pave the way to the abolition of the whole pernicious system of eunuch influence, but Chang is even more arrogant than Li during the most licentious period of Tzu Hsi's career, and he has not even the saving grace of "going softly," but daringly, flaunts himself in almost regal splendour. His influence with the present Dowager Empress is almost as great, if not quite as great, as that of the boy-Emperor and greater than that of the Regent. His power, however, will not last long; he is too arrogant; and when his downfall comes it is devoutly to be hoped that he and the deceased Li Lien-ying will be the last of their obnoxious class.

HONGKONG DAY
BY DAY.

The Chinaman, who was stabbed the other day, and was subsequently admitted to hospital, has died.

A man has complained to the police, that, while he was on his way to Stanley, he was stopped by two men, who robbed him of \$31.

The Rahman Tin Company's output in April was 621 piculs. The output from the Rahman Hydraulic Tin, Ltd., during April was 400 piculs. The output of the Middleton Tin Mines, Ltd., for April was 34.50 piculs.

A wedding will be solemnized at St. John's Cathedral on the 7th of June at 4 o'clock p.m. of Capt. C. H. Douglas St. Clair, A. S. C., and Miss Agatha Mary Jacks.

The lecture which was announced last week to be given by the Rev. W. H. Foster Pogg at the Chinese Y.M.C.A. on "Nanson's Farthest North" will be delivered on Thursday next.

Of a number of Chinese taken upon suspicion of being members of a secret society at Klang, three headmen have been fined \$300 each, three discharged and the rest fined \$50 each.

A marriage has been arranged, and will shortly take place, between Reginald Guy Hannan Henderson, Lieutenant, R.N., younger son of Commander John Hannan Henderson, R.N. (retired) Tenby, South Wales, and Islay Edith Campbell, second daughter of the late Mr. Frederick McNeil Angus Campbell and Mrs. Frederick Campbell, Shanghai, China.

SUPREME COURT.

IMPORTANT CHARTER
PARTY CASE.

In Original Jurisdiction before the Chief Justice, Sir Francis T. Piggott, this morning, a case was called arising out of an arbitration concerning a charter party between the Java-China-Japan Line and Olaf Wijk and Co., China Agencies, Ltd. The arbitration case had been heard and a special case stated. It now came on for argument upon questions of law. Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott Harston, appeared for the charterers, the Java-China-Japan Line; and Mr. Eldon Potter (instructed by Mr. G. Hastings), for Olaf Wijk and Co.

Mr. Pollock submitted in the first place that he was entitled to open his case, referring first of all to correspondence relating to the charter party, which was entered into between the parties on 1st October, 1910. On 10th October the charterers received the vessel and they used her up to the time of the dispute. What led up to this was the fact that their agents in Samarang had to pay to a firm called Kian Gwan a sum of \$770 extra insurance in respect of sugar shipped by the s.s. Victoria under the time charter. The receipt relating to that payment had been put in. It was an important payment because it formed an item in the damages they claimed under the time charter. Their agents actually had to make a disbursement under the time charter in respect of extra insurance premium because of the Victoria not being a first-class risk.

Mr. Potter said he must take objection at this stage in order to protect himself hereafter. There was no evidence before the arbitrators nor before the Court to show why that sum of \$770 was paid at Samarang. The only evidence was the receipt to show that somebody paid somebody else that sum. There was no evidence to show that it was payable because the Victoria was not a first-class risk or because the owner had been guilty of any breach of warranty. The charterers asked the Court to decide whether they were entitled to this sum of \$770 on the ground that it was payable because the Victoria was not a first-class risk.

Mr. Pollock said his friend's case was apparently this: "We are entitled at any time to give up the boat we have chartered, and we chose to do so at the end of 5 months."

His Lordship: That is not what the case was. I interrupted him on the question of knowledge.

Mr. Pollock: Then his position is—I take it—that assuming for the moment that the charterers only had knowledge of the fact at the moment that they put an end to the charter, my friend's case appears to be that after using the boat for five months, the charterers, becoming aware that it was not a first-class risk, were entitled to give up the boat, and I hope to show that it is impossible in law, I think, I shall show that the charterers, having used the vessel for five months, are precluded from treating the condition as a condition precedent and the law is clear that they must complete the contract and that their remedy is to sue for any damages they may have suffered at the end of the contract.

Continuing, Counsel pointed out that after October 1st and prior to October 19th the charterers knew that the boat was not a first-class risk, and they made no attempt to terminate the contract, nor did they communicate to the owners that there were disputes about insurance on the ground that the Victoria was not a first-class risk.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

Mr. Pollock: I should have thought that was a question for the arbitrators.

Mr. Potter: We were out very short for time, your Lordship. Mr. Slade was going away and Mr. Shewan, who was one of the arbitrators, was going away, so that adjudication upon this as well as upon a lot of other points was delegated to your Lordship.

Mr. Pollock: I also stated that there had been considerable hurry. But this document had been put before the arbitrators, it had been included in the special case, and they never thought that any question was to be raised upon it.

Mr. Pollock: I pointed out that, when the case was before the arbitration court, he had cross-examined Mr. Bisschop (head agent of the Java-China-Japan Line) very fully on that document, so that the other side could not say they had been taken by surprise.

Continuing, Counsel said that his Lordship had before him the findings of the arbitrators, to the effect that the s.s. Victoria, the vessel chartered to his clients by the Olaf Wijk Co., was not a first-class risk in local insurance offices.

Dealing with the time charter Counsel said, it contemplated a succession of voyages to be undertaken during the period of the charter. It had the effect simply of a charter for a certain period split up into a certain number of voyages, certain trading limits being excluded during that period. The description of a ship's class forms a very material part of a contract.

His Lordship: Is that contest?

Mr. Pollock: Very well, my Lord.

Mr. Pollock then proceeded to open his case, referring first of all to correspondence relating to the charter party, which was entered into between the parties on 1st October, 1910. On 10th October the charterers received the vessel and they used her up to the time of the dispute. What led up to this was the fact that their agents in Samarang had to pay to a firm called Kian Gwan a sum of \$770 extra insurance in respect of sugar shipped by the s.s. Victoria under the time charter. The receipt relating to that payment had been put in. It was an important payment because it formed an item in the damages they claimed under the time charter. Their agents actually had to make a disbursement under the time charter in respect of extra insurance premium because of the Victoria not being a first-class risk.

Mr. Pollock: It may be, I agree with that in 90 cases out of 100, and very probably in this case. I don't want to contest anything and delay matters, but my friend had better quote his authority.

Mr. Pollock: I did so and submitted that if a ship be not a first-class risk, as he is warranted to be, some very serious consequences follow; in the first case it would be difficult for the charterers to get shipowners to ship cargo by a ship if they find on application at insurance offices, that they have to pay extra premiums. The fact that extra premiums had to be paid naturally put shippers off from shipping by that vessel.

That was purely common sense. Of course, some persons who charter ships do so with the idea that if freights go up they in turn may care to charter the ship at a profit, and if, instead of being a first-class risk, as he is described by her owner, she turns out not to be a first-class risk at all, but a ship on which extra premium has to be paid by shipowners of cargo, that seriously affects the prospects of re-chartering.

Mr. Pollock said his friend's case was apparently this: "We are entitled at any time to give up the boat we have chartered, and we chose to do so at the end of 5 months."

His Lordship: That is not what the case was. I interrupted him on the question of knowledge.

Mr. Pollock: Then his position is—I take it—that assuming for the moment that the charterers only had knowledge of the fact at the moment that they put an end to the charter, my friend's case appears to be that after using the boat for five months, the charterers, becoming aware that it was not a first-class risk, were entitled to give up the boat, and I hope to show that it is impossible in law, I think, I shall show that the charterers, having used the vessel for five months, are precluded from treating the condition as a condition precedent and the law is clear that they must complete the contract and that their remedy is to sue for any damages they may have suffered at the end of the contract.

Continuing, Counsel pointed out that after October 1st and prior to October 19th the charterers knew that the boat was not a first-class risk, and they made no attempt to terminate the contract, nor did they communicate to the owners that there were disputes about insurance on the ground that the Victoria was not a first-class risk.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: Yes; you claim to cancel the charter party, but you would not be plaintiff in an action. The plaintiff would be the other side bringing an action for damages. In the action you would simply cancel the charter.

Mr. Pollock: We not only cancelled the charter but also claim damages in respect of having had to pay extra insurance premiums in consequence of the ship not being a first-class risk.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first-class risk as provided for by the charter party, and the ship not being a first-class risk would also involve our right to cancel the charter.

His Lordship: So that you would have been plaintiff in the action?

Mr. Pollock: Yes, as claiming damages. It would be part of our case that we were entitled to claim damages by reason of the

THE H.K. & S. BANK SHARES CASE.

JUDGMENT TO-DAY.

This afternoon the Chief Justice, Sir Francis Piggott, gave judgment in the case of Chan Un Ying v. Chan Wong Shi and Chan Wai Chi, which had been brought in order to determine whether Chan Wai Chi, or through him the mortgagor Ho Man was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation now in the possession of J. H. Soth, the receiver in the estate, and as to whether the defendant is entitled to the possession of 12 new shares in the same corporation.

The facts disclosed in evidence were that a man named Chan King Ting died on July 1st, 1900, and by his will appointed his concubine Wong Shi executrix. Part of the estate left by the testator consisted of 24 shares in the Hongkong and Shanghai Banking Corporation. Towards the end of 1906 these shares were transferred by the executrix to Wai Chi in part payment of moneys advanced to the estate by Wai Chi. Early in 1907 Wai Chi became the registered owner of the Bank shares, and in September, 1908, in security for a loan of \$11,000 Wai Chi deposited these shares with Ho Man. On the 13th February, 1909, an originating summons was issued, Chan Un Ying being the plaintiff and the only defendant being Wong Shi. Four days afterwards application was made ex parte to his Lordship, and an order was made thereon calling upon Wai Chi to deliver up the 24 shares of which he had been for two years registered owner. At that time Wai Chi was not a party to the case. The next step was on February 19th, when Wai Chi was served with the order to deliver up the shares, and he produced them and handed them over to the receiver.

His Lordship in a written judgment stated that he had said more than once that he had little sympathy with a Chinese who when he came of age sought to disturb the family arrangements which had been carried on by the guardians and head of the family in accordance with Chinese custom and to apply to it the more rigorous rules of English law. Still if it was a case to which English law applied and the conduct of those in charge of the property was clearly proved to have been contrary to English law, then he must enforce the law. The issue was directed to ascertaining whether Chan Wai Chi was entitled to 24 shares in the Hongkong and Shanghai Bank. These were admittedly part of the estate of the father Chan King Ting and now stood registered in the name of Chan Wai Chi in the Bank's register. It was admitted that they were transferred to him by Chan Wong Shi. Chan King Ting was a wealthy Chinese with a large family and left a large estate. The family seemed to have lived in luxury, spending more than the income of the estate. The widow, Chan Wong Shi, managed the estate. His Lordship had no doubt that Chan Wai Chi funded the family and at the time when his advances had reached about \$20,000 Wong Shi, she said, transferred those shares to him in payment. Now Wai Chi said that he could not register them.

His Lordship had little doubt that his business. His decision more would be that Chan Wai Chi was not entitled to retain shares in the estate and he must return the same, receiving the new shares, receiving the same. The Registrar would report to the dividends and adjust the account for them and interest on the amount paid. Costs would follow the judgment.

Mr. Eldon Potter, instructing Mr. C. E. Banville, of Messrs. Wilkinson and Grist, appeared for Chan Wai Chi and Ho Man, and Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Hott, appeared for Chan Un Ying.

CHINA'S INDUSTRY.

A STRONG NATIONAL MOVEMENT.

Consul-General Anderson, stationed in Hongkong, reports officially that "a strong movement among the Chinese in the direction of national industries has been apparent for some time." It has long been known that China has an enormous population and a seemingly inexhaustible supply of the raw materials necessary for the establishment of vast mechanical industries. Ten or twelve years ago Mr. Archibald R. Colquhoun, a recognized authority on China, wrote that "the mineral wealth of the country is as yet locked up and cannot be developed until proper communications are opened." At that time China, with more than 4,000,000 square miles of territory, had only about 500 miles of railway. To-day it has 6,000 miles completed or under construction, and plans made for a material increase in mileage in the early future. The problem of bringing together the work and the workers, the raw materials and the people to convert them into finished products is being solved with gratifying rapidity.

Because of the imperfections of China's statistical reports, up-to-date information regarding its industries is not available. It is quite far from the mark to assume that the Chinese to-day do little manufacturing. There is no way of even estimating the total value of their manufactures, but it must be large. Their imports of such merchandise amount to 25 cents per capita, and their requirements in clothing and utensils, even at Chinese prices, must average many times that. The point is the method of production. For instance, China's production of raw cotton is admittedly unknown. The quantity consumed in local mills and the quantity exported are known, but it is estimated that 60 per cent. of the people of China are clothed with the product of hand looms on which home-grown cotton is used. Of this supply there is no record. Implements and utensils of iron and copper they must have, but their imports of such articles are limited. Obviously the value of their present manufactures, the output of the home industry and of the small shop, must be measured in billions of dollars.

Already, the cotton mills of China are reported as using about 300,000 bales of raw cotton a year. The country has silk mills, woolen mills, rice mills and flour mills, and there are extensive iron works in the vicinity of Hankow. Chinese furniture and Chinese pottery are known all over the world, but most of their wares, including these, are made in small shops by methods and with tools not far removed from the primitive. Mr. Anderson notes "a constant effort on the part of Chinese capitalists, seconded by Chinese authorities, to encourage the establishment of local industries." He says that "Hongkong and Kowloon are becoming beehives of small but flourishing industries organized and equipped by Chinese upon a modern basis to a considerable extent. Canton is effecting important changes in its industrial activities every day. All over south China may be had information of the establishing of modern industries."

This industrial transformation of modern industrial activity in China," says Mr. Anderson, "will arise a demand for more complete products, for less simple tools, and for more material." He believes that the development of industrial enterprises in China, "is a marked feature of the situation, and seems likely to work to the benefit of Europe and the United States rather than Japan." The latter country is itself in the earlier stages of modern industrialism, producing more especially the simple requirements of society, such as cotton cloth, matches, simple machineries, implements and appliances. Equipment is needed for China's new railways, and more or less complex machinery will be needed for its mills and factories. How far the increasing demand for these and other com-

modities will benefit American manufacturers will depend upon the energy displayed by those who make or who can make what China wants.—"The Sun," New York.

THE NEW COMMERCIAL TRAVELLER.

The commercial results of foreign missionary work are most impressive. Every foreign mission established for the spread of Christianity may be said to have slipped a new bolt in every factory pulley in England and America, says the "Evening Mail," New York.

The missionary carpets his house, and the Oriental, never needing to be exhorted to buy a carpet, saves his money and buys one. The entire simple furnishing of the missionaries' houses is copied. The evident comfort and health of the chair, the bed, the cooking stove and kitchen utensils have been telling their story for seventy-five years. The entire Oriental trade of civilized lands has grown up in these articles, during that period. Sailors did not show the object lesson, for natives did not visit the foreign ships. Travelling salesmen did not produce the demand, for they did not visit the countless dwellings with samples. Printed advertisements were never seen among people who have almost no newspapers, and who for the most part could not read. Tales of travellers were not brought back to the millions, for only recently have Orientals travelled so much, and government, and must cultivate that martial spirit without which the largest army can have only a paper value. Just how long China remains in a condition of suspended military animation depends upon the cohesion of her Government and its ability to work to a common end. Her Government certainly cannot claim to possess those attributes at present.

The tension of recent date between Russia and China has served to bring to the front the question of the latter as a military Power. This is the subject of some notes by Colonel Wingate,

the well-known Central Asian traveller, who makes several good points in a recent paper in the service institution. There, he demonstrates the folly of issuing edicts unless they are consummated, pointing out that, by an edict of October, 1907, thirty-six divisions of modern style Chinese troops were ordered to be ready by 1912. We are now in 1911, yet of these thirty-six divisions, only ten divisions and a quantity of mixed brigades have been formed, totalling in a peace footing 212,000 men to be increased to 230,000 in war and 260 field and 574 mountain guns (to be increased to 293 and 635, respectively, in war time). This officer declares that the Chinese cavalry may be disregarded, that the armament and ammunitions are defective but that a general staff has been inaugurated so that efforts are being made in improving the position of military officials in the order of precedence, to remove the stigma at present attaching to military service.

In the same source, we gather that there are 250,000 provincial corps, a sort of gendarmerie, keeping internal order but which can be called upon to fill vacancies in the regular army during war. This nucleus of a great army, with its arsenals, factories, armagnages, etc., etc., Colonel Wingate, if China is allowed to remain at peace with the world for a considerable number of years, may be developing.—"The Straits Times."

CORONATION CELEBRATION.

The following is a further list of subscriptions to the Coronation Celebration Fund:

Banque de l'Inde Chine.....	\$500
Mess. Maritimis Co.....	250
Burrage Co.....	250
Veronica & Co.....	250
Cruz Basto & Co.....	250
Canton Insurance Office	250
Hongkong Fire Ins. Co	250
China Fire Insurance Co.....	250
J. R. Michael & Co.....	100
J. Ullmann & Co.....	50
De Sousa & Co.....	50
Hongkong Printing Press.....	50
Hughes & Hough.....	50
S. Moutria & Co.....	25
F. A. Hazeland.....	25
Viobra & Co.....	25
David Haskell & Co.....	15
Grace & Co.....	10
J. Noronha	10
Eastern Printing Office	10
J. P. Braga	10
A. Ellis	10
C. A. Pöhl	10
H. W. Loster	5
E. Grant Smith	5
T. G. Weall	5
J. G. S. Gauden	5
D. Harvey	5
Geo. E. Lace	5
G. Morton Smith	5

CHINA MILITANT.

He would be a bold man who ventured to assert that China is within measurable distance of becoming a Power capable of defending herself against organised military force—whether European or Japanese—or of assuming the role of Yellow Terrorist to the world in general. That the Yellow Peril is a real peril in one sense nobody will deny, but that it is now, or is within measurable distance of being, a military menace to the world is a view held by possibly a few who know little of China and a great deal less of Chinese temperament. China as a military power and China as a commercial power are two widely different things, and whatever aspiring reformers of these days may desire or prophesy, her role as a nation capable of fighting for herself, or of compelling others to fight her, is one that can only eventuate in the distant future; and no amount of so-called reform, whether it take the shape of queue-cutting, or putting a bullet through an unfortunate Tartar General, will have the slightest relative value in the attainment of the nation's military destiny. The nation aspiring to stand strong-armed alone, must depend upon some, substantial lines of progress and government, and must cultivate that martial spirit without which the largest army can have only a paper value. Just how long China remains in a condition of suspended military animation depends upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.—"Shanghai Times."

The "Daily Telegraph's" St. Petersburg correspondent writes that contracts will shortly be signed by an Anglo-French Company for the reconstruction of the Russian Fleet at Nicolaieff.

THE OPIUM AGREEMENT.

"THE TIMES" COMMENT.

London, May 10.—In a leading article "The Times" says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and its ability to work to a common end. Her Government certainly cannot claim to possess those attributes at present.

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D. Harvey	5
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WORLD'S NEWS.

GERMANY AND CHINESE CABINET.

Berlin, May 9.

The German Press warmly welcomes the formation of a responsible Cabinet in China on the beginning of firmly established constitutional life.

OPINION ON OPIUM AGREEMENT IN INDIA.

London, via Bombay, May 10.—Telegrams from Calcutta state that the big opium dealers declare that they do not anticipate much immediate effect on the market by the opium agreement, except for a strengthening of prices. The consolidated import tax will produce little effect as Chinese dealers have accumulated stocks sufficient for about three months' supply.

Reuter.

Berlin, May 10.

The new German Minister to Peking, Baron von Haxthausen, will start for China on 2nd June.

The "Daily Telegraph's" St. Petersburg correspondent writes that contracts will shortly be signed by an Anglo-French Company for the reconstruction of the Russian Fleet at Nicolaieff.

THE OPIUM AGREEMENT.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 6 to 7 DAYS' OCEAN TRAVEL.

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"EMPEROR OF JAPAN" Saturday, May 20. "EMPEROR OF BRITAIN" Friday, June 16. "EMPEROR OF CHINA" Saturday, June 10. "ALLAN LINE" Friday, July 7. "MONTEAGLE" Wednesday, June 28. "EMPEROR OF IRELAND" Friday, July 28. "EMPEROR OF INDIA" Saturday, July 1. "EMPEROR OF IRISH" Friday, Aug. 13. "EMPEROR OF JAPAN" Saturday, July 22. "ALLAN LINE" Friday, Aug. 26. "EMPEROR OF CHINA" Saturday, Aug. 12. "EMPEROR OF BRITAIN" Friday, Sept. 8.

"Emperor" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

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SPECIAL THROUGH RATES—Special in e. (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (second Intermediate) the accommodation and commissariat being excellent in every way.

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NAVIGATION CO., LTD.

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For Steamship On
TIENTHSIN V. WHIAWIKI CHIASHING* Thursday, 18th May, Noon.
MANILA LOONGSANG* Saturday, 20th May, 2 p.m.
SHANGHAI HANGSANG † Sunday, 21st May, 6 p.m.
SHANGHAI, KOBE, & } FOOKSANG* Monday, 29th May, Noon.
MOJI KUTSANG* Wednesday, 31st May, Noon.
SINGAPORE, PENANG KUTSANG* Wednesday, 31st May, Noon.
& CALCUTTA

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fookang," leave about every 7 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

Hongkong, 16th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC"	6,262	G. B. McGill	30th May
"LUGERIC"	6,400	J. Mathie	30th June

Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central America and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers, and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

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KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 1st May, 1911.

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JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for

HOIHOW—HAIPHONG—PAKHOU.

For Steamer Captain Tons Sails on
SWATOW "Helene" H. Bendixen 1,750 May 18, 8 a.m.
HOIHOW & } "Carl Dierichsen" Chr. Jorgenson 1,750 May 18, 9 a.m.

HAIPHONG "derichsen"

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

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JEBSEN & CO.

Telephone 805.

Hongkong, 16th May, 1911.

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Shipping—Steamers

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PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1911

MARSEILLES	MISHIMA MARU, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO AND PORT SAID...	WEDNESDAY, 24th May, at Daylight.
LONDON AND ANTWERP VIA SINGAPORE, COLOMBO AND PORT SAID...	KAGA MARU, CAPT. A. E. Moses, Tons 9,000	WEDNESDAY, 7th June, at Daylight.
LONDON AND ANTWERP VIA SINGAPORE, COLOMBO AND PORT SAID...	ATSUTA MARU, CAPT. Wm. Thompson, T. 3,000	WEDNESDAY, 21st June, at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, CAPT. B. Kon.	SATURDAY, 20th May, from KÖBE
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VICTORIA, B.C., & SEATTLE via KELUNG, SHANGHAI, MOJI, KOREA, MIAMI & YOKOHAMA	AWA MARU, CAPT. Iriyama.	TUESDAY, 23rd May, at 4 p.m.
VICTORIA, B.C., & SEATTLE via KELUNG, SHANGHAI, MOJI, KOREA, MIAMI & YOKOHAMA	INABA MARU, CAPT. S. Tominaga.	TUESDAY, 20th June, at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THUNDA ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, CAPT. J. Nagano.	FRIDAY, 9th June, at Noon.
SYDNEY & MELBOURNE, via MANILA, THUNDA ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, CAPT. M. Yagi.	FRIDAY, 7th July, at Noon.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). £110/-	GEYLON MARU, CAPT. F. Pyne.	WEDNESDAY, 24th May.
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HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.	HITACHI MARU, CAPT. T. Yamawaki.	THURSDAY, 25th May, at 11 a.m.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, CAPT. M. Yagi.	WEDNESDAY, 7th June, at noon.
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HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York £43 Via New York £45.	YAMAGATA MARU, CAPT. T. Yamawaki.	THURSDAY, 25th May, at 11 a.m.
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HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York £43 Via New York £45.	YAMAGATA MARU, CAPT. T. Yamawaki.	THURSDAY, 25th May, at 11 a.m.
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HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.	YAMAGATA MARU, CAPT. T. Yamawaki.	THURSDAY, 25th May, at 11 a.m.</
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WOMAN'S ATTACK ON MARRIAGE.

Miss Cicely Hamilton and Mr. G. K. Chesterton supplied a very fine evening's entertainment at the Queen's Hall, when they debated women's suffrage—or, rather, talked round it.

Miss Hamilton opened by saying that it did not matter a button, whether women got the vote or not; the only thing that interested her was when the good time would come when women would cease to be looked upon as merely a wife, mother, or mistress, and become a human being. The demand for a vote was a small sign of progress. It was quite possible that a political environment for women might be an evil thing—but the experiment has got to be tried.

"As to all the talk about losing the crown of womanhood—don't listen to it," she continued. "The beauty of motherhood is a somewhat degrading thing. Men prefer a maternal woman; but the important thing is not what man prefers, but what woman prefers. And so long as the man prefers the mother of his children to be a fool, so long will there be very little beauty about motherhood."

The only thing now for a woman to do was to be "charming," in order to attract a man. "Oh," sighed Miss Hamilton, "the years I have wasted in trying to be charming! But I gave it up. What does it matter whether I please 'em or not? I am going to try and please myself."

Mr. Chesterton, who had risen "at the point of the pen," laughed hugely at all this, "he rose to reply. "I am not prepared to make so violent an attack on the female sex, as Miss Hamilton has done on mine," he said. "She has told us women have been reduced to a state of torpidity; that they are slaves craven and cowering before the tyrant man."

"Well, I seem to remember my mother, and my grandmother, and my aunts—and they must have been exceptions to that rule."

"There is one fundamental fallacy in your argument (he told Miss Hamilton) and that is that you compare sex in the terms in which you would compare the other divisions of mankind. That is bush, for sex is the only thing in the world in which the result of division is an overpowering attraction. The moment they are separated they want to come together again. People in Europe are divided into Catholics and Protestants, but you don't find a Catholic going about looking for Protestant with whom to spend the rest of his life."

THE PRE-HISTORIC MYTH. The relations between the sexes were not founded on force, but upon attraction. Some wise people, who, when they could find no warrant for their theories in historic times, went back to prehistoric times, told us that the man knocked down the woman with a club, and then took her. That was profoundly untrue. Did the birds knock each other down in the spring?

Women had never been kept systematically out of either dignity or authority. It was only democracies that had denied women the power of ruling. History was full of great Queens and priestesses, and heads of religious houses.

Miss Hamilton then complained that Mr. Chesterton had only talked about women as wives and mothers. Marriage was a voluntary institution for men; for women it was a trade, and not only a trade, but a compulsory trade. A woman without a husband was a mark for scorn and hissing. (Cries of "Rubbish!")

"Good Lord in Heaven!" was Mr. Chesterton's reply to this outburst. No respect for a woman except as a wife! Had she ever heard of the Elgin Marbles, put up to honour a virgin? And the Vestal Virgins? And St. Theresa? And St. Catherine of Siena? And Joan of Arc? Men respected women as they respected all their other ideals.

"When we want to laugh at ourselves, we represent ourselves as comical-looking fat men—like me. But when we remember the glories of our race, we bring out Britannia, a beautiful woman."

During a service in a Yarmouth church the "Hallelujah Chorus" was rendered by a gramophone.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE (FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

and

THE FLOWER STREET PIEROTS.

GRACE WILSON.

GRACE VYVENE. MAY MAXWELL.

CHAS. MACKAYE BOB STEPHENSON.

IN A REFINED ENTERTAINMENT.

ELECTRIC FANS THROUGHOUT THEATRE.

See Hand Bills.

Lessee and Manager: R. H. STEPHENSON.

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ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre, DES VOUX ROAD CENTRAL. THE HOUSE OF GOOD THINGS UP-TO-DATE SPLENDID FILMS.

A Big Hit of the Excellent Artists: Mr. Falant, BARITONE.

Miss Salvati, SOPRANO.

Miss Bascans, D.

HIGH-CLASS MUSIC.

2 Performances: 7.15 & 9.15 p.m.

Matinees: Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe CHING-LING-FOO.

Hongkong, 6th May, 1911. [862]

567]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the month of May, from 4 p.m.

3 SESSIONS DAILY: 5 to 7 p.m.

7.15 to 8.45 p.m., 9 to 11 p.m.

Hongkong, 6th May, 1911. [860]

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THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

M. E. CHEU G. ART PHOTOGRAPHER HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [1099]

567]

STEAM LAUNDRY CO.

YAUMATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water, Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade, Tel. K32.

R. WOOD, Manager.

Hongkong, 1st Mar., 1911. [931]

567]

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

NEW GOODS

ENGLISH

MADE

White -

- Canvas

AND

Buckskin

Shoes.

SMART SHAPES

28, Queen's Road,

(Central).

Hongkong, 28th April, 1911. [1043]

567]

TAIKOO DOCKYARD & ENGINEERING CO. LTD. OF HONGKONG, HONGKONG.

TELEGRAPHIC ADDRESS: "TAIKOODOCK."

GRAVING DOCK

787 ft. by 88 ft. by 24 ft. 6 in.

Pumps empty dock in 2-3 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY-

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHIPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repair to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

During a service in a Yarmouth church the "Hallelujah Chorus" was rendered by a gramophone.

Shipping Steamers.

DOUGLAS STEAMSHIP CO. LTD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN LEAVING.

Haiching... Capt. W. C. P. Moore FRIDAY, 18th May, at 11 A.M.

Haiyang... Capt. A. E. Hodgson TUESDAY, 23rd May, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Halun... Capt. J. W. Evans WED'DAY, 17th May, at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf

near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

567]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

STEAMERS. EXPECTED ON OR ABOUT FROM WILL LEAVE ON OR ABOUT FOR

Tjibodas JAPAN 1st half May... 1st half May... 1st half May

Tjimahi JAPAN 1st half May... 1st half May... 1st half May

Tjipanas JAPAN 2nd half May... 1st half May... 1st half May

Tjikini JAPAN 2nd half May... 1st half May... 1st half May

Tjiliwong SHANGHAI 1st half June... 1st half June... 1st half June

Tjitaroem JAPAN 1st half June... 1st half June... 1st half June

Tjilatjap JAPAN 2nd half June... 1st half June... 1st half June

The steamers are all fitted throughout with Electric Light, and have

accommodation for a limited number of saloon passengers, and will take cargo

to all Ports in Netherlands-India on through B.I.

For particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN, York Buildings.

567]

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

This vessel brings on cargo:

From London, &c., ex. a.s. "Malwa."

From Australia ex. a.s. "Mongolia."

From Persian Gulf, ex. a.s. B. I. S. N. and B. & P. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th May, 1911. 54

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THE AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE NEW YORK

With liberty to call at the Malabar Coast.

THE Steamship

"AFGHAN PRINCE," Captain Thomas, will be despatched for the above port on TUESDAY, the 23rd inst.

For Freight and Passage, apply to

ARNHOLD, KARBERG & CO., General Agents.

Hongkong, 11th May, 1911. 564

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THE AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE S.S. "BENARTY,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 26

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/02
Do. Demand 1/0 18/16	
Do. 4 months' sight ... 1/0 15/16	
France—Bank T.T.	2/04
America—Bank T.T.	4/4
Germany—Bank T.T.	1/84
India T.T.	1/84
Do. Demand 1/84	
Shanghai—Bank T.T.	74
Sang.—Bank T.T. per H.K. \$100 778	
Japan—Bank T.T.	89
Java—Bank T.T.	100
Buying.	
4 months' sight L/C. 1/10 1/10	
6 months' sight L/C. 1/10 3/10	
30 days' sight San Fco & N. York 45	
4 months' sight do. 46	
30 days' sight Sydney & Melbourne 1/10 5/16	
4 months' sight France 2/84	
6 months' sight do. 2/86	
4 months' sight Germany 1/90	
Bar Silver 2/11/10	
Bank of England rate 9%	
Sovereign \$10.94	

SHIPPING NEWS.

MAILS DUE.	
Gorman (Dorllinger) 17th inst.	
Gorman (P. Sigismund) 18th inst.	
American (Korea) 19th inst.	
Gorman (Coblonz) 20th inst.	
American (Siberia) 30th inst.	
American (China) 6th prox.	
The T. K. K. s.s. Nippon Maru with U.S. Mails left Yokohama on the 15th inst. for this port via usual ports of call.	
The O. S. K. s.s. Panama Maru from Tacoma left Shanghai for this port at mid-day on the 15th inst. and is expected to arrive here on the 18th inst.	
The O. S. K. s.s. Seattle Maru left Tacoma for this port via Japan and Manila on the 20th ult. and is due here on the 8th prox.	
The E. & A. s.s. Aldenham left Sydney on 13th inst. for this port, (via Queensland Ports, Timor and Manila).	
The Barber Line s.s. Suruga left New York on 20th March, and is therefore due here on the 18th inst.	

ARRIVALS.

Erz Franz Ferdinand, Aus. s.s. 3,848, B. Cobol, 16th May—Trieste, Bombay and Singapore 9th May Gen.—S. W. & Co.	
Chip Sling, Br. s.s. 1,190, Mooney, 15th May—Tientsin 7th May, Gen. and Wei-hai-wei 7th May, Gen. and Chinese.	
Kwanglee, Chi. s.s. 1,468, Pratt, 16th May—Shanghai 12th May, Gen.—C. M. S. N. Co.	
Loong Song, Br. s.s. 1,093, Leask, 16th May—Manila 13th May, Gen. and Gen.—L. M. & Co.	
Haimun, Br. s.s. 641, J. W. Evans, 10th May—Swatow 15th May, Gen.—D. L. & Co.	
Hong Wan I, s.s. 2,060, J. H. Hinsworth, 16th May—Penang and Singapore 10th May, Gen.—Joe Tel Sing, Telanachus, Br. s.s. 1,950, Fraser, 10th May—Saigon 12th May, Gen.—Wo Fat Sing & Co.	
Z-sio, Am. s.s. 1,089, M. C. Smith, 10th May—Manila 13th May, Gen.—S. T. & Co.	
Silia, Br. s.s. 4,174, C. H. Watkins, R.R.U., 16th May—Yokohama 3rd and Shanghai 13th May, Gen.—P. & O. S. N. & Co.	
Ningchow, Br. s.s. 5,836, H. L. Allen, 16th May—Victoria 19th April and Kutching 12th May, Linen and Flour—B. & S.	
Gusconau, Ger. s.s. 8,160, Ph. Obenauer, 16th May—Bremen and Singapore 11th May, Mail and Gen.—M. & Co.	
Flint-hire, Br. s.s. 2,476, G. C. Oundy, 16th May—Yokohama and Shanghai 10th May, Gen.—J. M. & Co.	
Kwangtah, Chi. s.s. 1,526, C. Stewart, 18th May—Canton 18th May, Gen.—O. M. S. N. Co.	

CLEARANCES AT THE HARBOUR OFFICE.

Haitan, for Swatow.	
Kwangtah, for Canton.	
Haitan, for Swatow.	
On-hanau, for Shanghai.	
Tamling, for Manila.	
Gulang-maru, for Singapore.	
Arratoon Apar, for Shanghai.	
Michael Jebsen, for Mauritius.	
Stella, for Singapore.	
Derwent, for Swatow.	
Hong Wan I, for Amoy.	
Sohbu-maru, for Swatow.	

DEPARTURES.

May 16.	
Tacoma-maru, for Tacoma.	
Haitan, for Canton Ports.	
Antenor, for Shanghai.	
Arratoon Apar, for Moji.	
Voroneg, for Singapore.	
Tamling, for Manila.	
Colombo-maru, for Bombay.	
Michael Jebsen, for Mauritius.	
Agamemnon, for Singapore.	
Sopronik, for Kobe.	
Chiphing, for Canton.	
Scandia, for Yokohama.	
Derwent, for Swatow.	

PASSENGERS ARRIVED.

Per Loongsing, arrived 16th inst. from Manila.	
Au Sau, Mrs. Milleop, O. O. Kidd, P. I. Varela.	
Macke, G.	
Per Gneisonau, arrived 16th inst. from Singapore, &c.	
Bongio, Miss Tversow, Mr. & Hung, John Mrs. C. L.	
Liang, Mr. and Tolz, John R. Mrs. Liuming, A.	
Rossetti, Mrs.	
Por Sicilia, arrived 16th May from Yokohama:	
Au Hamilton, Col. Balme, Dr. and G.	
Mrs. Hunter, Miss Bohean, J. Harcourt, Miss Bishop, A. S. Lutley, Mrs. Bobby, Mr. and McSomjour, Mrs. W. W.	
Bolma Mountfield Cooke, Mr. and Mansfield, Miss Mrs. K. W. H. Redfern, Miss Clarke, Capt. J. Sayer, Mr. and R. Mrs. Burton	
Smith, Miss Descrenes Schumacher, A.	
Daniels Stonor Donnelly Thornton, G. Dent Ventris, Lieut. Dallas, Mr. and G. P. Mrs. Welhaven, J. B. Dulling, H. H. Welhaven, F. Dulling, Mrs. Westwood, Mr. Fosper and Mrs. Hammond, L. T. Webber, Miss Harrison, Mr. & Yates Mrs. F. C.	

VESSELS IN PORT.

STRANGERS.	
Aermaria, Br. s.s. 600, C. Ilyan, 10th May—Sydney via Islands 26th Mar. Kopra—S. & Co.	
Awa Maru, Jap. s.s. 3,911, T. Iizawa, 11th May—Seattle 11th April, Gen.—N. Y. K. Brand, Nov. s.s. 1,619, W. Event 15th May—Manila 13th May, Gen.—A. T. & Co.	
Carl Diderichsen, Ger. s.s. 774, Ch. Jergenson, 13th May—Keulung 11th May, Gen.—J. & J.	
Childar, Nor. s.s. 1,102, N. Hjorth, 8th May—Bangkok 1st May, Gen.—A. T. & Co.	
Eclipsa, Br. s.s. 2,996, White, 12th May—New York 1st Jun., Kerosine Oil—Standard Oil Co.	
Elax, Nor. s.s. 2,671, J. Milner, 12th May—Shanghai 8th May Ballast.—A. P. & Co.	
Empress of Japan, Br. s.s. 3,039, S. Robinson, 12th May—Vancouver 21st April and Shanghai 9th May, Mail and Gen.—C. P. R. Co.	
Gregory Apar, Br. s.s. 2,001, S. H. Balson, 14th May—Kobe 7th and Moji 10th May, Gen.—D. S. & Co., Ltd.	
Helene, Ger. s.s. 771, H. Bendixen 18th May—from Quintonha, Gen.—J. & Co.	
Kiukiang, Chi. s.s. 1,468, Pratt, 16th May—Shanghai 12th May, Gen.—C. M. S. N. Co.	
Loong Song, Br. s.s. 1,093, Leask, 16th May—Manila 13th May, Gen.—Gen.—L. M. & Co.	
Haimun, Br. s.s. 641, J. W. Evans, 10th May—Swatow 15th May, Gen.—D. L. & Co.	
Hong Wan I, s.s. 2,060, J. H. Hinsworth, 16th May—Penang and Singapore 10th May, Gen.—Joe Tel Sing, Telanachus, Br. s.s. 1,526, Fraser, 10th May—Saigon 12th May, Gen.—Wo Fat Sing & Co.	
Z-sio, Am. s.s. 1,089, M. C. Smith, 10th May—Manila 13th May, Gen.—S. T. & Co.	
Silia, Br. s.s. 4,174, C. H. Watkins, R.R.U., 16th May—Yokohama 3rd and Shanghai 13th May, Gen.—P. & O. S. N. & Co.	
Ningchow, Br. s.s. 5,836, H. L. Allen, 16th May—Victoria 19th April and Kutching 12th May, Linen and Flour—B. & S.	
Gusconau, Ger. s.s. 8,160, Ph. Obenauer, 16th May—Bremen and Singapore 11th May, Mail and Gen.—M. & Co.	
Flint-hire, Br. s.s. 2,476, G. C. Oundy, 16th May—Yokohama and Shanghai 10th May, Gen.—J. M. & Co.	
Kwangtah, Chi. s.s. 1,526, C. Stewart, 18th May—Canton 18th May, Gen.—O. M. S. N. Co.	
SHIPS PASSED THE CANAL.	
5th May—Ajix, Asty-riv, Nubia, Palawan, Peilo, Polynesia, Bismarck, Slavonia, Sletor, Preuseau, Buffalo, Poilio, 12th May—Ernest Simon, Glazier, Jeterie, Klest, Prinz Eitel Friedrich, Tangu-maru, Toenkai, Arcadia, Arrival at Homo 5th May—Hirano Maru, Jutzow, 9th May—Austria, Sambia, 12th May—Pereus, Polynesia.	
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